

# The Hong Kong Telegraph.

No. 108.]

HONGKONG, TUESDAY, OCTOBER 18TH, 1881.

[PRICE—\$16 PER ANNUM.

## Shipping.

FOR SYDNEY AND MELBOURNE.

Taking through Cargo for Queensland Ports and New Zealand.

THE EASTERN AND AUSTRALIAN STEAMSHIP COMPANY'S STEAMER "CATTERTHUN," will be despatched as above on or about the 18th October.

For Freight or Passage apply to GIBB, LIVINGSTON & Co., Agents.  
Hongkong, 28th September, 1881.

## Intimations.

### NOTICE.

GOODS received on STORAGE, at the Blue Building Godowns, Marine Lot 65, Prayer East, and advances made on the receipt.

For the MERRIE GODOWN Co., J. M. GUEDES, JUN.  
Hongkong, 3rd October, 1881.

G. FALCONER & Co.,

WATCH AND CHRONOMETER MANUFACTURERS

AND JEWELLERS.  
NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.  
No. 46, QUEEN'S-ROAD CENTRAL.

Chs. J. GAUPP & Co.

CHRONOMETER, WATCH, AND CLOCK-MAKERS,

Jewellers, Silver-smiths, and Opticians.

Charts and Books.

Nautical Instruments.

Sole Agents for Louis Audemars' Watches; awarded the highest Prizes at every Exhibition;

and for Voigtlander and Sohn's Celebrated OPERA GLASSES, MARINE GLASSES, and SPYGLASSES  
No. 38, Queen's-road Central.

D. K. GRIFFITH & Co.  
MANUFACTURERS OF THE LONDON AERATED WATERS,  
AND GENERAL AGENTS.  
7, Beauvilliers Arcade.

A. MILLAR & Co.,  
PLUMBERS, GASFITTERS, COPPERSMITHS, AND BRASS-FOUNDERS, OFFICE AND WAREHOUSE FLETCHER'S BUILDINGS, QUEEN'S-ROAD EAST. WORKS—SPRING GARDENS, WANCHAI

T. ALGAR AND COMPANY,  
HOUSE AND ESTATE AGENTS.  
RENTS COLLECTED.

BROWN, JONES & Co.,  
UNDERTAKERS.  
MOURNING STATIONERY, &c.  
MONUMENTS ERECTED.  
9, HOLLYWOOD ROAD.

C. L. THEVENIN.

WINE AND SPIRIT MERCHANT,  
AND COMMISSION AGENT.  
HONGKONG HOTEL BUILDING,  
QUEEN'S-ROAD CENTRAL.

### NOTICE.

BOOKBINDING AND RULING IN ALL ITS BRANCHES EXECUTED AT VERY LOW RATES AT THE "HONGKONG TELEGRAPH" OFFICE.

Account Books ruled to any pattern Music bound in Elegant Style with Best Materials.

"TELEGRAPH" OFFICE, HONGKONG.

## Auctions.

### PUBLIC AUCTION.

OF ENGLISH, AMERICAN, AND CANTON-MADE HOUSEHOLD FURNITURE.

THE Undersigned has received instructions to Sell by Public Auction, on

THURSDAY, the 20th October, 1881, at 2 p.m., at No. 2, Gage Street, The whole of the HOUSEHOLD FURNITURE, comprising:—

English-made Walnutwood Drawing-room Suite, Plush-covered; Cottage Piano, by Bechstein, full 7 Octaves, made expressly for this climate; Blackwood-carved and Japanese tables Vases, Ornaments, Chromos, Engravings, English-made Walnutwood Hanging Etagere, with Plate-glass Back; Mirrors, Gilt Bracket Mirrors, Fender and Irons, Lace Curtains and Poles and Cornices; Mahogany Extension Dining Table, English-made; Teakwood Sideboards and Whatnots; Glass, Plated and Crockery Ware; Carpets and Heath Rugs, Cretonne-covered Bed-room Suites, Couches, Easy Chairs, Lounges, American-made Black Walnutwood Bedsteads, Spring and Hair Mattresses, Marble-top Washing Stands, Lady's Mahogany Wardrobe, with Plate-glass Door; Davenport, Blackwood Marble-top Dressing Table, Toilet Tables, Cheval Glass.  
&c., &c., &c.

Catalogue will be issued previous to the Sale, and the Furniture on view on WEDNESDAY NEXT, the 19th Instant.

TERMS.—Cash on delivery.

G. R. LAMMERT,

Auctioneer.

Hongkong, 17th October, 1881.

## Intimations.

HONGKONG RACES, 1882.

THIS Meeting will take place on (Thursday, Friday, and Saturday), the 23rd, 24th, and 25th February, 1882.

Gentlemen having suggestions to offer or presentations to make are invited to communicate with the Clerk of the Course on or before the 22nd instant.

Hongkong, 17th October, 1881.

### NOTICE.

I have this day established myself as Merchant and General Commission Agent, under the style of W. G. HUMPHREYS & Co.

W. G. HUMPHREYS.

Bank Buildings,  
Hongkong, 1st October, 1881.

### JUST RECEIVED.

A SMALL SIZE MELODIAN, by Geo. A. PRINCE & Co., Buffalo, N.Y. FOR SALE CHEAP.

Apply at the VARIETY STORE.  
Hongkong, 10th October, 1881.

TUITION IN THE FRENCH LANGUAGE,

by Monsieur LOUIS PIRON, aîné; SINGING (CULTURE OF THE VOICE) by Monsieur EUGENE PIRON, jeune.  
44, Queen's Road.  
Hongkong, August 30th 1881.

Afong, Photographer,

HAS A LARGER COLLECTION OF VIEWS than any other in CHINA.

Miniatures Painted on Ivory from \$7.

Oil Paintings on Canvas from \$5.

Cartes de Visite, Cabinet, and all other Styles of Portraits at equally moderate prices executed under the supervision and management of

D. K. GRIFFITHS,  
Studio 8, Queen's-road.

## Intimations.

V. R.

SEALED TENDERS will be received by the Undersigned on or before MONDAY, the 24th instant, at Noon, for the building of a TORPEDO MOORING STEAMER and a WOODEN TORPEDO LIGHTER (including machinery), according to Specifications and Conditions, which can be seen on application to the Naval Storekeeper's Office.

The Naval Storekeeper reserves to himself the right to reject the lowest or any Tender.

E. B. JOREY,

Naval Storekeeper.

H.M. Naval Yard, Hongkong.

3rd October, 1881.

V. R.

## GOVERNMENT NOTIFICATION.

REGULATIONS BY THE GOVERNOR IN COUNCIL UNDER THE PROVISIONS OF SECTION 25 OF ORDINANCE 8 OF 1879.

WHEREAS, it has been made to appear to the Governor in Council that there is reasonable cause for believing that Batavia, Samurang, and Sourabaya are places now infected with infectious disease, viz., Cholera; it is hereby ordered that all vessels arriving from those Ports shall immediately, on entering the water of this Colony, fly the QUARANTINE FLAG; and no such vessels shall communicate with the shore or with other vessels until permission to do so has been given by the Health Officer.

This Order shall come into force on the 13th Day of October, 1881.

ARATHOON SETH,

Acting Clerk of Councils.

Council Chamber,  
Hongkong, 13th October, 1881.

V. R.

## GOVERNMENT NOTIFICATION.

No. 219.

## SALE OF THE OPIUM FARM.

Notice is hereby given, that TENDERS for the PRIVILEGE OF PREPARING and SELLING PREPARED OPIUM within the Colony for the term of ONE, TWO, or THREE YEARS from the 1st of March, 1882, under the provisions of Ordinance No. 2 of 1858, No. 1 of 1859, and No. 7 of 1879, will be received at this Office until Noon on MONDAY, the 24th October, 1881.

Each Tender should specify the monthly payment offered for the period above-mentioned.

The Government does not bind itself to accept the highest or any Tender.

Should the highest Tender be less than the sum the Governor thinks a fair price for the Opium Farm, His Excellency in Council will grant Licences direct under Section 3 of the Ordinance, and take such further steps as may be necessary to realize a fair price.

By His Excellency's Command,  
M. S. TONNOCHY,

Acting Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 20th August, 1881.

William Schmidt & Co.

GUNMAKERS, &c.

BEAUFIELD ARCADE.

Arms, Ammunitions, and Requisites of every description.

Arms Repaired, Cleaned, or Converted at moderate charges.

Sporting Guns and Ammunition always on hand.

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## SAYLE & CO.'S SHOWROOMS.

### NEW GOODS.

Ex Fleurs Castle.

Ex Glenorchy.

New Black Dress Silks.  
Dress and Millinery Satins.  
Coloured Plushes and Rozelles.  
Ladies' and Children's Merino Hose.  
Two, Four, Six, and Eight Button Kid Gloves.  
Suede's Gloves.  
Ladies' Spun Silk and Cashmere Jerseys.  
Boys Jersey Suits.  
Scrap Albums.  
Relief Pictures for ditto.  
Nail, Tooth, and Hair Brushes.

New Costume Tweeds for Dresses.  
A splendid variety in Winter Dress Goods.  
Ladies' Braided and Embroidered Felt Skirts.  
Scotch Plaids in every Pattern.  
All-Wool Shawls.  
Shetland Scarves and Wraps.  
An assortment of Crewel Work.  
Ladies' and Children's Boots and Shoes.  
Specialities in Silk Scarves.  
Velveteens in all colours.  
Eau de Cologne and other Scents.

&c., &c., &c.

Ball, Reception, and Wedding Dresses made in the most Fashionable Styles.

VICTORIA EXCHANGE, QUEEN'S ROAD, HONGKONG.  
Hongkong, 17th October, 1881.

## ED. CHASTEL & CO.,

### WINE MERCHANTS,

Marine House, 15, Queen's-road.

HAVE for sale ex recent arrivals, Light Breakfast CLARETS in quarts and pints. After Dinner CLARETS in quarts and pints.

CHATEAU LAFITE, MARGAUX, LAROSE, LEOVILLE CLOS DE MAURIN, &c. &c.

De St. Marceaux & Co's CHAMPAGNE in quarts, pints and half-pints.

CLARET in WOOD.

CHARTREUSE, CURAÇOA, MARASCHINO.

Price list on application.

BY SPECIAL APPOINTMENT TO

H.E. THE GOVERNOR OF HONGKONG,

AND TO

H.I.H. THE GRAND DUKE ALEXIS OF RUSSIA.

## T. N. DRISCOLL,

TAILOR, HOSIER, HATTER, AND GENERAL OUTFITTER,

No. 6, QUEEN'S ROAD CENTRAL,

Next door to the Chartered Bank of India, Australia, and China,

Is now showing a large and well selected Stock of Black and Blue BROADS and DOESKINS.

VENETIANS, CASSIMERES.

MELTONS, French, and West of England COATINGS.

SUITINGS, VESTINGS, and TROWSERINGS.

Black, Blue, and Brown BEAVERS.

ELYSIANS. French WITNEYS.

NAPS and PILOTS for OVERCOATINGS.

Irish FRIEZES for ULSTERS, in all the leading Colours.

The Outfitting Department is well assorted in everything requisite for the coming Season.

All Orders executed promptly, a PERFECT FIT guaranteed.

## KELLY & WALSH'S

### CHEAP AND LIGHT LITERATURE.

#### New Tauchnitz Volumes.

The Black Robe, by Wilkie Collins.  
Mary Marston, by Geo. Macdonald.  
From the Wings, by B. H. Burton.  
A Confidential Agent, by Jas. Payn.  
He that will not when he may, by Mrs. Oliphant.  
Asphodel, by Miss Braddon.

Second Thoughts, by Rhoda Broughton.  
Countess of Bonneval, by Lady Fylerton.

The Hunters at Launin' Head, by Mrs. Lynn Linton.

Dr. Wortle's School, by A. Trollope.

#### New Novels at 75 cents.

Moths, by Onida.  
A Tangled Skein, by the Author of Filthy Lucre.  
The Capel Girls, by Ed. A. Garrett.  
High Spirits, by James Payn.  
A Pink Wedding, by R. M. Jephson.  
Mr. Dorillon, by Jean Middlemass.

Lord Beaconsfield's Novels.  
Ready Money Mortiboy Series of Novels  
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Whyte Melville's Novels,  
Wilkie Collins's Novels.  
Onida's Novels.  
Miss Braddon's Novels.

#### Useful Hand Books, 50 cents. each.

Familiar French Quotations.  
Familiar Latin Quotations.  
Dictionary of Blunders.  
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Plutarch's Lives.

Rejected Addresses.  
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Dictionary of English Proverbs.  
Companion Letter Writer.

Hongkong, 1st October, 1881.



**A. S. WATSON & Co.**  
WHOLESALE AND RETAIL  
DRUGGISTS,  
GENERAL CHEMISTS,  
AND  
Manufacturers of the following  
AERATED WATERS, viz:  
SODA, TONIC, SARSAPARILLA,  
AND POTASH, LEMONADE,  
GINGERADE, RASPBERRYADE,  
AND PHOSPHORIC CHAMPAGNE.

Deliveries in Town and Harbour from  
7 A.M. to 7 P.M.

SHIPS' MEDICINE CHESTS REFITTED,  
PASSENGER SHIPS SUPPLIED.

Prompt Attention given to Coast  
Orders.

HONGKONG DISPENSARY.  
HONGKONG.  
SHANGHAI PHARMACY,  
SHANGHAI.  
CANTON DISPENSARY,  
CANTON.  
THE DISPENSARY,  
FOOCHOW.

THE  
**Hongkong Telegraph.**

HONGKONG, 18TH OCTOBER, 1881.

On the 15th instant we called attention to the following paragraph which appeared in the *Daily Press* of the preceding day:—"It is satisfactory to learn that the question of the administration, or mal-administration, of the Government of this Colony by Sir John Pope Hennessy will shortly be brought before Parliament." The morning journal, for reasons more obvious to its enlightened editor than to the public of this colony, reproduces the above in its mail issue, as an item of news to be sent to its constituency at home. Now, we take the liberty of submitting that it was the bounden duty of our morning contemporary before publishing a vague report of the character of the one referred to, to actually state what grounds existed for the assertion that Sir John Pope Hennessy's administration, or mal-administration, was to be made the subject of enquiry in Parliament. An enquiry upon any public question by the British House of Commons is never conducted privately; there is no secrecy whatever in parliamentary proceedings. If, therefore, the Editor of the *Daily Press* is in a position to state that "the administration, or mal-administration, of the Government of the Colony by Sir John Pope Hennessy will shortly be brought before Parliament" he must also necessarily be acquainted with full particulars of the enquiries to be instituted. All notices, questions, and enquiries, which come before the House of Commons are published previously, so that if what the *Daily Press* asserts be true, we are entitled in justice to ourselves, as a matter of fair play to our absent Governor, to demand that the grounds on which the alleged inquiries will be made, and other necessary details be made public. As the paragraph stands at present, although unsupported by the slightest scintilla of evidence or detailed particulars as a proof of its bona fides, it has an undisguised tendency to reflect unfairly on the Governor and is so worded as to give one the impression, that His Excellency's conduct during his administration of the government of Hongkong is to be made the subject of a special and searching inquiry.

We desire to state the case fairly, and are quite willing to leave the public to judge, after reading our statement of incontrovertible facts, whether the *Daily Press* is, what it represents itself to be, an honest and impartial public journal, a representative of public opinion deserving of public confidence. The assertion that "the question of the administration, or mal-administration, of the Government of this Colony by Sir John Pope Hennessy will shortly be brought before Parliament" is, with

all its vindictive suggestiveness, a lamentable display of vulgar ignorance—or something far worse. No more complete exposure of the hollowness, the contemptible meanness, of the morning journal's foolish and unfounded display of petty spite could be desired than that embodied in the authentic documents now before us, which contain the published accounts of what has already transpired, and what has yet to be inquired into, in the House of Commons.

The inquiry to be made simply deals with the past ill-treatment of Chinese interests, as detailed in the Governor's famous Census Speech, a copy of which was laid before Parliament, and drew forth a resolution that an address be presented to Her Majesty the Queen for directions to be given that copies of, or extracts from, despatches be laid before Parliament bearing on the following points:—

- 1.—The restrictions laid on Chinese merchants in Hongkong with a view of reserving the central portion of the town for English and foreign firms.
- 2.—The attempts made in the direction of driving out the Chinese by regulations as to Chinese graves, sanitation, and compulsory publication of Chinese partnerships.

Mr. Alderman M'Arthur, M.P. for Lambeth, has also given notice that early next session he will call attention to, or move a resolution regarding, the existence of domestic slavery in Hongkong, with special reference to the kidnapping, purchase, and sale of women and children for immoral purposes. This is the whole sum and substance of an affair on account of which our contemporary exultingly howls that "it is satisfactory to learn that the administration, or mal-administration (*D.P.* sarcasm), of the Government of this Colony by Sir John Pope Hennessy will shortly be brought before Parliament."

This is only one instance out of many, in which our local contemporaries have adopted practices in dealing with the actions of the Governor of this Colony, which are a discredit to honourable journalism. Sir John Pope Hennessy's reign in Hongkong has not been such a signally successful one, his administration has not been uniformly faultless, as to render it a necessity for the press to descend to falsehood and misrepresentation, as has frequently been the case, in order to find a vulnerable spot in his political armour. Governor Hennessy's policy in Hongkong, notwithstanding its unpopularity with a powerful section of the European community, has been of an advanced and enlightened character which has done a vast deal of good in the Colony, and gained the approbation of statesmen of every shade of political thought and opinion at home. It will live in our local history as a landmark of progress and enlightened statesmanship long after the ribald snarlings of the *Daily Press* and *China Mail* have passed into well merited oblivion. It can therefore be safely trusted to speak for itself now, and in times to come. It should never be forgotten that the moment a newspaper loses its reputation for impartiality, it also loses whatever moral influence it may possess with the public. Our local contemporaries have apparently imagined that their bellicose vapourings against the Governor, injudicious and totally unfounded in the majority of instances, were addressed to a crowd of ignorant roysterers, tap-room loafers, instead of to probably the most enlightened community for its size on the face of the globe. Our citizens may not approve of the Governor's policy, they may heartily dislike him personally and many of his public acts; but they are not to be gulled by transparent misstatements, dictated solely by disappointed ambition and private animus, which deserve and receive the strongest censure in every branch and grade of foreign and native society.

We are informed that telegrams for Bangkok can go forward by mail closing at Singapore at 9 a.m. (to-morrow) the 19th instant.

We are informed by the Agents (Messrs. Jardine, Matheson & Co.) that the steamship *Glenlyon* left Singapore yesterday for this port.

Our morning contemporary ought to know that the Portuguese gunboat *Mandovi*, so carefully set down in the columns of the *Daily Press* as one of the foreign men of war on the China station, left Macao for Mozambique months ago.

The steamship *Sunda* came out of Aberdeen Docks at noon to-day, and the steamer *Solway* will be docked there this afternoon. The German barque *Ino* was undocked at Sam-shui-po early this morning. The steamer *Japan* came out of dock at Kowloon last night, the British ship *Hindostan* taking her place in dock.

"Three Stars" very able and interesting communication on the Hongkong and Whampoa Dock Company, Limited, will appear in our next issue. There were personal reasons, which our correspondent will readily understand why our expressed intention of criticising the affairs of the Company, in the manner he has done, was never carried out.

An inquest on the body of Mr. F. C. Dittmer, who shot himself with a revolver on Sunday afternoon, was formerly opened at Mr. Stollerfoht's residence at the Albany yesterday afternoon by the Coroner, Mr. H. E. Wodehouse, and a jury, composed of Messrs. W. Manson, C. L. Thevenin, and P. B. Cama. After viewing the body the inquiry was adjourned until four o'clock this afternoon, when it will be resumed at the Magistracy.

We would direct the attention of the authorities to a scandalous nuisance which exists at the barracks of the Indian police, overlooking Old Bailey Street. Every morning the whole of the windows are thrown open, and as the bath-house of the barracks are quite exposed, dwellers in the street, and passers by, are compelled to see dozens of naked men performing their morning ablutions. This state of affairs in the interests of public decency should not be permitted to exist.

The Press Association says that the Harbour Board of Auckland, N. Z., has brought under the notice of the Admiralty their harbour for the naval station of the South Pacific. The harbour is represented as being one of the safest and best in the world, and its close proximity to the South Sea Islands renders it, it is argued, a valuable site for a naval station. It has already one dry dock, and the construction of another capable of taking in the largest man-of-war is about to be commenced.

The steamer *Erin*, of the National Line, which arrived at New York on the 22nd ult., reports having spoken the London steamer *Persian Monarch* in a disabled state. The *Erin* first sighted the *Persian Monarch* on the 10th ult. She was then in lat. 41.40, long. 61.15, and was proceeding to the westward under canvas. Captain Griffith ascertained that the *Persian Monarch* had broken her propeller. The *Erin* offered to assist the disabled vessel, but the offer was not accepted. The *Persian Monarch* left New York for London four days previous to the date she was fallen in with by the *Erin*, and it was thought she would reach the former port, to which she was returning, in about a week's time after being spoken.

An inquest was held at the Government Civil Hospital yesterday afternoon before Mr. H. E. Wodehouse, Coroner, and Messrs. J. T. Chater, F. d'A. Gomes, and M. A. de Carvalho, forming a jury, on the bodies of eleven Chinese drowned in the late gale. Dr. Marques gave evidence that all the deceased appeared to have met their deaths by drowning.—Inspectors Cameron, Thompson, and Swanson were also examined, and gave general evidence as to the severity of the gale, and the large number of casualties which it had occasioned, also as to the efficient services rendered by the police at all the out-stations whilst the storm lasted.—The inquiry was ultimately adjourned until Thursday, 20th inst., at 2.30, at the Magistracy.

#### LOSS OF THE "BOLTON ABBEY."

##### FINDING OF THE COURT OF INQUIRY.

A Marine Court of Inquiry into the loss of the British ship *Bolton Abbey*, was held at the Harbour Master's Office yesterday, before Captain Thomsett, Harbour Master (President); Lieut. Balliston, R.N.; Captain Roe, British barque *Star of India*; Captain Bolter, British barque *Olara*; and Captain Balyen, British ship *Hindostan*. The evidence given by Captain Williams, of the ill-fated vessel, and corroborated by the declarations of his two officers, and several members of the crew, was so consistent with the account of the loss of the ship which we have already published, that it need not be repeated.

The following is the finding of the Court, delivered this morning:—

- The Court is of opinion
- 1.—That the master of the *Bolton Abbey*, when he fell in with the *Twilight*, was fully justified in not requiring additional masts or sails for the purpose of navigating his ship.
  - 2.—The Court is unanimously of opinion, seeing the position of the ship on the 28th September, that John Williams, the master of the *Bolton Abbey*, committed a gross error of judgment in attempting to pass to the windward of the Pratas Shoal, and to this error the wreck of the ship must be attributed.

The Court having duly considered the distressing circumstances under which the master of the *Bolton Abbey* had to navigate his ship from the 22nd Aug. to the 29th Sept., and the success which attended his exertions, do not feel that a suspension of his certificate would lead to any good result, and the master is recommended to be more careful in the future.

The court considers that much praise is due to the crews of the junks on Pratas Shoal Lagoon for the able and willing assistance which they rendered to the shipwrecked crew. The court cannot too strongly express their opinion that the Pratas Shoal should be provided with lights. The Shoal was carefully surveyed in 1858; and being in the track of the numerous ships navigating the China Sea has been a fruitful source of disaster, as is evidenced by the many vessels wrecked on this highly dangerous and as yet unmarked shore.

#### THE "HELEN MARION" STABBING CASE.

The enquiry into this case, in which a seaman named John Parry is charged with stabbing a shipmate of the name of Thomas Findlay, aged 28, a native of Arklow, (Ireland), which was adjourned on Friday last in order that the complainant might appear and give evidence, was resumed yesterday at the Government Civil Hospital before Dr. Stewart, who took the wounded man's depositions, also the statements of the Captain and one of the crew of the *Helen Marion*, the barque having cleared, prior to leaving Hongkong.

Thomas Findlay deposed—I am an able seaman on board the Canadian barque *Helen Marion*. On the 13th inst. at 1 p.m. I went into the fore-castle. "Powers" (the name by which prisoner is known) came in after me. He took from his box a square faced bottle of gin, he held it in his hand about 15 minutes, and then broke it over my head. A portion of the bottle remained in his hand and I tried to take it from him. He then drew a sheath knife from his belt and stabbed me with it just under the right nipple. We were the only persons in the fore-castle. When I was struck I ran out on deck, where I saw the Captain. He took hold of me. I fell. I do not remember anything more after that. When I came to myself I found myself in this Hospital. I went into the fore-castle to light a pipe, a few minutes afterwards defendant came in. He was talking, but I paid no attention to what he said. He did not offer me any gin. I think he wanted to stow away the bottle. He was quite sober. I was not sober. I do not know why defendant struck me. I said nothing to him when I tried to get the remains of the bottle from him. The liquor was all spilt over me. I succeeded in taking the remains of the bottle from defendant. My head was cut by the blow. I do not remember saying anything to Parry, nor do I remember his saying anything to me. The knife in Court is the one with which I was stabbed.

In answer to defendant—I still say no words passed between you and me before you struck me with the bottle. I am sure I did not strike you before I was struck with the bottle. You had the knife in your hand when you stabbed me; but you took it from your belt. I did not see you cutting tobacco. I saw that you stood for 15 minutes with the bottle in your

hands. I thought you were waiting for me to go out that you might stow it away. You and I have been friendly all the voyage. You never had any words with me previous to this affair.

Richard Johnson Robinson deposed—I am master of the Canadian barque *Helen Marion*, at present in this harbour. At 1.30 p.m. on 13th instant I was in the hold. The boy Edward Jeavons came down and informed me that Thomas Findlay was cut. I at once went on deck, and there met Findlay. He was wounded, blood was flowing from this right breast. He had the knife now in Court in his hand. I took it from him and led him into the cabin and dressed the wound. I then went for a doctor. I got one on board I.M.S. *Victor Emanuel*. He came on board with me, and dressed the wound. He advised me to send Findlay to Hospital at once. I accordingly brought him ashore and reported the case to the Police. Findlay was sent to the Government Civil Hospital.

In answer to prisoner—You behaved yourself to my satisfaction on board, up to the time of this occurrence. You have been in trouble with others before this happened; you have been drunk on board, while in this harbour.

To Court—Defendant's conduct, till he came into harbour, was satisfactory. Had he not asked me, I should not have thought it necessary to refer to his drinking.

Edward Jeavons deposed—I am an ordinary seaman on board the *Helen Marion*. I remember the 13th inst. About one o'clock I went into fore-castle. Findlay asked me for a bit of beef, which I gave him, also some salt. I turned my back and went outside the fore-castle door. I heard Findlay, defendant and Brislive were in the fore-castle. I was at the door looking in. Findlay said he wanted to give defendant a drop. I heard Findlay say he did not care about the salt, and that he would hit defendant if he did not go away from him. The defendant said he would go either to the galley or the hospital for him. I turned round a bit and stood with one foot in and another outside the fore-castle door. I then heard the crash of a bottle. In two seconds I saw blood running from Findlay's breast and heard him tell Brislive he was stabbed. I jumped down the after-hatch and told the Captain what happened.

To the Court—I was putting up my dishes in the fore-castle when Findlay asked me for the beef. Brislive was sitting on the cover of a chest. Defendant was just coming in then. Findlay looked as if he were recovering after being drunk. He was late for dinner and had been asleep on the platform. Findlay said to Brislive "Where is my bottle, I want to give Powers a drop." I did not hear what Brislive answered. I went out while defendant and Findlay were arguing, and when I looked in again I heard Findlay say he did not care about the salt, and that he would hit Powers with the cane if he did not go out of the way. Powers and Findlay had a few words more. It was then I heard Powers say he would go to galley or hospital for him. By this I understood that Powers would do something to Findlay or that Findlay would do something to Powers. I saw no blow given, but I saw blood running from Findlay's breast, and I heard Findlay say he was stabbed. I did not see the knife now in court. When I noticed Powers, he was standing in the fore-castle. I do not know what he was doing. I did not notice any particular bad feeling between Findlay and defendant more than between the others on board.

In answer to prisoner—I could see you, but I could not see what you were doing. I saw nothing in your hands. Had you been cutting a pipe of tobacco I could have seen you. You might have had the tobacco in your hands, but you had none when I saw you. I did not see you with any bottle. I could not tell whether you had a bottle in your hands or not; but you had none while I was looking at you.

At this stage the proceedings were remanded until this morning at 8 o'clock, when John Kannahan an able seaman on the barque was examined. After his evidence had been taken Captain Robinson stated that his vessel had been ready for sea since Thursday, and wished to know if he could leave the colony.—Dr. Stewart, we are informed, consulted the Attorney General on the subject, and on returning to Court informed Captain Robinson that he could not undertake any responsibility in the matter. The case was then formally adjourned until Tuesday the 25th inst. at 9 a.m.

We read that an attempt is about to be made to reorganize the Home Rule movement, under whose auspices the present Irish Parliamentary party was formed. With that view, a special meeting of the Council of the Home Rule League has been summoned, and will consider the means of renewing the agitation which was practically suppressed by the land question. It is probable that the constitution of the League will be so altered as to allow of the cooperation of those Irish politicians who advocate the Repeal of the Union as well as the adherents of the federal principle.



## CANTON.

(FROM OUR OWN CORRESPONDENT.)

CANTON, 17th October.

I write a few lines this morning which I will endeavour to get on board the steamer to inform you of the terrible destruction to property and the great loss of life which has occurred on the Canton River during the late gale. The loss of life did not all take place on the river, but was caused in many places, especially in the suburbs and in the country around, by floods and inundations, reports coming in all day yesterday from all quarters of the great damage done, attended in most cases by considerable loss of life. These floods have been, in addition to the ordinary cause of a high state of the river, very much aggravated by the banks in many places breaking and letting in millions of tons of water, which has, in places, played sad havoc with the rice crop, which is just now heavy in the head and more liable to damage than at any other time. The water has been three feet deep in many of the streets of Canton and Honam, and the lower floors of hundreds of houses have consequently been for many hours under water. The hulk of the *Kinsan* arrived here last night in tow of a Hongkong tug, and I hear that a steam launch was seen yesterday near Chuenpee cruising about the river picking up dead bodies. The launch had two boats in tow for the reception of the drifting dead, and the characters on the flags which were being flying indicated that the work was being done by the Tung Wah Hospital, which is certainly a very thoughtful and creditable action on the part of the committee of that institution.

## AMOY.

(FROM OUR OWN CORRESPONDENT.)

AMOY, 12th October.

The German bark *Siberia*, Captain Schultz, of 367 tons, belonging to Schleswig, put into this port this morning with loss of main-mast and other damage, the vessel having been in a typhoon, the particulars of which are as follows:—The *Siberia*, which was on a voyage to Chefoo, was in ballast, and had only been three days at sea, when on the night of the 26th ultimo and morning of the 27th in lat. 39° N., long. 130° E., she passed through a typhoon of extraordinary violence, in which the barometer went down to 28.21. The storm commenced with the wind from the N.E. which then shifted round to N., N.W., and W.S.W., and blew with such terrible force that the *Siberia* was soon lying on her beam ends. At 1.30 a.m. had to cut away the main-mast, which in going over the side carried away the top of the mizen-mast and brought on deck the fore top-gallant-mast, the royal yard, and everything belonging to it. All the copper on the ship got chafed and everything on deck disappeared. On the 26th the barometer was 29.06, and at one a.m. of the 27th it had fallen to 28.21.

As I have not yet seen any report of the late disaster to the *Minatitan*, beyond a few lines in one of the Hongkong papers, and as I recently heard the captain relate the whole story, I thought it possible you might consider it of sufficient interest in your port for publication. The following are the particulars:—The *Minatitan* which left Tientsin on September 12th, bound for Nagasaki, in ballast, and at midnight on the 25th encountered a typhoon about 200 miles to the Southward of Quelpart lat. N. 31.17, long. E. 126.40. The gale continued till the 26th from the E., and then veered round to the Southward. On the morning of the 26th at eight o'clock it lulled for about five minutes and then a fearful gale came out from the N.W., which lasted till noon of that day. It moderated a while, and then it blew a strong gale till about six p.m. The sea was then so high that the water reached to the middle of the main hatch, when the main-mast had to be cut away, and then the foremast, which in going carried the jibboom with it. Before this the chief mast had been aloft to cut the foremast, but failed to do it. All the boats were carried away and the decks torn in a great many places, so much so that so that the water got into the ship's hold. Rigged a sea anchor that night, but the vessel would not lay head to sea; trimmed the ballast, and on the 27th rigged a jury-mast in lat. 31.28 N., and long. 126.37 E. On the 29th at 3 p.m. sighted the P. and O. steamer *Malacca*, and at four o'clock she took the disabled craft in tow with two hawsers. On being asked her charges he answered "No bargain." The *Malacca* agreed to tow the *Minatitan* to the entrance of Amoy Harbour. On the 30th at 3.30 p.m. the small hawser was carried away, but we got another from her at daylight; at one p.m. in a strong N.E. breeze, the large hawser was carried away, and we got another from the steamer. At 5 p.m. it broke again, this time about half way to the steamer, but we got it back again. On the 1st October at one a.m. both hawsers were carried away, the starboard one about ten fathoms outside, and the port one on the windlass. The steamer did not stay to re-pick us up, so we rigged again, and at two a.m. sighted Turnabout Light, W. by S. about 20 miles. At noon Ockson Lighthouse bore W. by N. about seven miles. Ship was rolling dreadfully as we had no sails or mast sufficient to steady her. At six o'clock that

evening the wind increased, and we had to lower our sail; at eight o'clock the ship broached to and rolled heavily. The atmosphere showed signs of more bad weather approaching from the Eastward. At 2 a.m. of the 2nd October sighted Chapel Island Light bearing Southwest by West. At 7 a.m. came to an anchor in 10 fathoms of water, Tsing Tsen Light bearing W. by N. 3 N. about four miles, and at 10 a.m. the captain proceeded to Amoy in a sampan to engage a steamer to tow us into Amoy. On Sunday, 2nd October, at four p.m. the captain returned in a Chinese gunboat and she took us in tow to the outer limits of Amoy harbour where we came to an anchor.

## THE "SOUVENIR" IN A TYPHOON.

The British bark *Souvenir*, Captain Williams, from Cardiff, arrived here on Sunday, and reports having encountered a typhoon. The vessel had a fine weather voyage till the 2nd Oct. when it commenced to blow fresh from the N.W., when sail was shortened. On the Oct. 3rd, lat. 13.10 N. long. 113.29 E. between 8 to 12 p.m. wind increased, and at 6.30 a.m. a heavy gale soon developed itself and came upon the vessel without any warning in shape of a squall and torrents of rain, carrying away fore upper and lower top-sails, mizen, main-sail, fore and main topmast-staysails, and inner jib, and splitting main upper topsail. The sea rose rapidly with a cross-rolling swell, which distressed the ship much and broke against her sides with great force, doing considerable damage to bulwarks and causing ship to leak badly; made fast remnants of canvas and ran before the wind, which had by this time changed into S.W., lat. 13.10 N. long. 113.29 E. Seas rising higher and higher, and a very heavy one broke on board injuring Wm. Cowey, second mate, and tearing out ringbolts, breaking adrift spars and longboat, causing them to knock about the deck in a dangerous manner; so much water being on deck it was impossible for crew to secure them again, besides the ship being nearly on her beam ends; this sea also started several staunches, injured main hatch coverings and tarpaulins, and tore up the deck and water-ways, and spoiled a spare topmast; another sea, shortly following, completely smashed the longboat, and the next carried her in pieces overboard with oars, mast, and breakers, and smashed several pieces of bulwarks both sides. After some time, the ship righting, cleared her decks of some of the water, and enabled us to secure the spars, and at 3.40 sent all hands to the pumps. The gale was now blowing with terrific force; and ship labouring dreadfully through the cross-rolling sea. This weather lasted till the 5th, when it moderated and the ship was relieved and did not make so much water. The sea that knocked down the second mate injured his thigh and knee, and he was obliged to keep his berth for 21 hours. Variable weather was met until the 13th when it again blew hard and the outer jib was carried away at 1.45 on that day in lat. 21.21 N. long. 117.4 E., and a seaman who went forward to stow the remnants, was washed overboard as the vessel gave a tremendous lurch; the helm was put hard a lee, but the ship would not stay, and men were sent aloft to look out, but nothing could be seen of the man, whom it would have been impossible to save in the state of the weather. The next day the already heavy gale had increased to a typhoon, blowing with terrific force, the rain almost blinding in the squalls and the sea running all ways and breaking against ship with tremendous force; the watch was kept constantly at the pumps, and all hands at times, only giving them sufficient rest so as not to wear the men out, who were, whilst on deck, mostly up to their wrists in water; the sea continued to break heavily over the ship starting staunches and rail for about 30 or 40 feet, carrying away starboard knee and causing to ship to labour and open forward; sheets of copper were also washed off forward and injury was done to the poop rail; the cabin was filled with water, playing havoc with the contents; in the 'tween decks spoiling casks of peas and casks of flour; ship still working so heavily as barely to be able to keep her free, when port chamber of the pump gave out; through the bad condition the ship was in and the quantity of water she was making, to save her and the crew I bore up for Hongkong, being nearest port, at 4.30 p.m. on 14th, arriving here in about two days

from that time. Several of the men on board are suffering from the effects of the weather, and others, owing to being constantly drenched with salt water for days, are suffering from salt-water boils.

We observe from the *Jornal das Colonias*, received by last mail, that our recent visitor, David Kalakua I, King of the Sandwich Islands, arrived in Lisbon on August 19th. His Majesty was received at the principal station of the Northern Railway by Admiral Andrade, representing the King, Dom Luiz; General Souza, representing the king's father, Dom Fernando; and the Commandador Soltó Mayor, representing the Government. His Majesty and suite, after being formally welcomed to the capital, were conducted in royal carriages, escorted by a troop of the 4th Cavalry Regiment, to the Hotel Braganza, where every necessary preparation had been made by the Government for the reception of the distinguished visitor. His Majesty was accompanied by several members of his government, including Mr. N. Armstrong, Colonel Judd, Major Macfarlane, and Mr. Hoffnung, financial agent of the Hawaiian Government in London. After a short rest His Majesty was visited at the hotel by the President of the Council of Ministers and the Minister for Foreign Affairs, who called to pay their respects. About 2 p.m. King Kalakua visited the King and the other members of the Royal family at Paço d'Ajuda in the state carriages placed at his disposal, and had a short interview with H.M. Dom Luiz, who afterwards returned the compliment by visiting the Hawaiian monarch at the Braganza Hotel, when he offered him the grand cross of the Order of Conceição, which was courteously accepted. His Majesty also invited the distinguished visitor to dine at the Paço d'Ajuda on the following day. On the morning of the 20th King Kalakua, accompanied by Admiral Andrade, Commandador Soltó Mayor, and the members of his suite, drove to Cintra and breakfasted at the Victor Hotel, afterwards visiting H.M. Dom Fernando at Pena, returning to Lisbon at 6 p.m. in time for the banquet at Paço d'Ajuda as previously arranged.

## COMMERCIAL INTELLIGENCE.

THIS DAY, ONE P.M.

The Dock Company's shares are still the medium of sensational doings on the Stock Exchange, and although no one appears to be able to find any reasonable cause for their extraordinary depreciation, the fact remains that they are rapidly getting lower and lower in the price current. Yesterday we reported business at 39 per cent. premium for the end of December, and 35 for November 30th, and we have now to state that the shares, after a few time transactions at 37 and 38, are feebly offered at 35 for cash at the end of the present month, without leaving to business. There have been a few inquiries by would-be purchasers at 35 for the end of the year, and doubtless these will be accommodated with all the shares they require on these terms during the afternoon. We have heard predictions from well-informed quarters that the stock will be quoted at something like par within the next three months, but we are unable to agree with these pessimist views, although we consider it likely that Docks yet see a much lower quotation than even the present one. Bank shares remain nominally at 112, without leaving to a single transaction. We heard one gentleman offered a small lot for the end of the year at 113, but as his limit was 110 nothing was done. This stock also feels the general depression, and would apparently level one to infer that a fall is imminent. A few China Fires have been sold at 230 per share, and there are sellers at the rate, which is a reduction of five dollars on previous quotation. The shares of the Hotel Company have also made a strong retrograde movement, although not a single share has been transferred so far as we can learn. From 112 per share the price fell to 103, and buyers decline to deal at even the last-named rate. Although there is no actual business to report in connection with other stocks, they are more or less depressed, and when actual sales have to be chronicled it will be at greatly reduced rates compared with subjoined nominal quotations.

## SHARES.

Hongkong and Shanghai Banking Corporation—112 per cent. premium, Sellers.  
Union Insurance Society of Canton—\$1,675 per share, Sellers.  
China Traders' Insurance Company—\$1,600 per share.  
North-China Insurance Company—Tls. 1,125 per share.  
Yangtze Insurance Association—Tls. 830 per share.  
Chinese Insurance Company—\$307 per share.  
On Tai Insurance Company, Limited—Tls. 150 per share.  
Hongkong Fire Insurance Company—\$960 per share, Sellers.

China Fire Insurance Company—\$280 per share, sales.  
Hongkong and Whampoa Dock Company—37 per cent. premium, sellers.  
Hongkong, Canton, and Macao Steamboat Company—\$25 per share premium, sellers.  
China Coast Steam Navigation Company—Tls. 162 per share.  
Hongkong Gas Company—\$85 per share.  
Hongkong Hotel Company—\$108 per share, Sellers.  
China Sugar Refining Company, Limited—\$160 per share.  
China Sugar Refining Company (Debentures)—3 per cent. premium.  
Hongkong Ice Company—\$127 per share, Sales Buyers.  
Hongkong and China Bakery Company, Limited—\$50 per share.  
Chinese Imperial Government Loan of 1878—14 per cent. premium, ex interest.  
Chinese Imperial Government Loan of 1881—34 per cent. premium.

## EXCHANGE.

On LONDON—Bank Bills, T.T. .... 3/8 1/2  
Bank Bills, at 30 days' sight ..... 3/8 1/2  
Bank Bills, at 4 months' sight ..... 3/9 1/2  
Credits, at 4 months' sight ..... 3/9 1/2  
Documentary Bills, 4 months' sight. 3/9 1/2  
On PARIS—Bank Bills, on demand ..... 4.68  
Credits, at 4 months' sight ..... 4.81  
On BOMBAY—Bank, T.T. .... 223  
On CALCUTTA—Bank, T.T. .... 223  
On SHANGHAI—Bank, T.T. .... 73 1/2  
Private, 30 days' sight ..... 73 1/2

## HONGKONG TEMPERATURE.

(TAKEN AT MESSRS. FALCONER AND CO.'S REGISTER, QUEEN'S-ROAD.)

Hongkong, 17th and 18th October.  
BAROMETER—1 P.M. .... 30.003  
Do. 4 P.M. .... 29.996  
THERMOMETER—1 P.M. .... 82.  
Do. 4 P.M. .... 82.  
Do. 1 P.M. (Wet bulb) .... 77.  
Do. 4 P.M. Do. .... 76.  
BAROMETER—9 A.M. .... 30.140  
THERMOMETER—9 A.M. .... 75.  
Do. 9 A.M. (Wet Bulb) .... 69.  
Do. Maximum ..... 82.  
Do. Minimum (over night) .... 74.

## SHIPPING INTELLIGENCE.

## ARRIVALS.

Oct. 17, REGULUS, German ship, 1,145, S. Meyer, Cardiff 26th June, Coal.—Melchers & Co.  
Oct. 17, LIZZIE C. Troor, British ship, 1,391, Divleoning, Cardiff 9th June, Coals.—Captain.  
Oct. 18, B. H. STERNKEN, German brig, 235, Christian Meyer, Newcastle, N. S.W., 11th August, Coals, Metal, Fungus, &c.—Melchers & Co.  
Oct. 18, CHINA, German steamer, 648, H. Schoer, Swatow 17th Oct., General.—Hing Kee.  
Oct. 18, LORNE, British steamer, 1,034, McKechnie, Swatow and Amoy, 17th Oct., General.

## DEPARTURES.

Oct. 17, ROSETTA, British steamer, for Singapore, Bombay, &c.  
Oct. 17, MENELAUS, British steamer, for Amoy and Shanghai.  
Oct. 17, PHOENIX, German steamer, for Singapore.  
Oct. 17, ESMERALDA, British steamer, for Amoy.  
Oct. 18, GREYHOUND, British steamer, for Hoihow.  
Oct. 18, DALE, British steamer, for Bangkok.  
Oct. 18, PENEDO, British steamer, for Saigon.  
Oct. 18, PING-ON, American steamer, for Hoihow.  
Oct. 18, DANIEL BATES, American ship, for New York.

## REPORTS.

The German steamship *China* from Swatow, reports light N.W. winds and fine weather to Chalang Point, then Northerly winds and cloudy.  
The British steamer *Lorne* reports:—Left Amoy with fresh breezes from S.E. to E.S.E. and found a strong S.E. sea and strong current setting to N.E. arrived at Swatow on 16th and from then fine weather and fresh breezes from North.

## MAILS.

The following mails will close:—  
TO-DAY, 18th October.—  
For Swatow and Amoy, per Canton, at 4.30 p.m.  
For Newchwang, per Tun-nis, at 5 p.m.  
TO-MORROW, 19th October.—  
For Nagasaki and Yokohama, per Sunda, at 3.30 p.m.  
On FRIDAY, 21st October.—  
For Manila, per Esmeralda, at 3.30 p.m.  
On MONDAY, 24th October.—  
For the United Kingdom and Europe, via Naples; to Saigon, Straits Settlements, Batavia, Burma, Ceylon, India (via Madras), the Australasian Colonies, Aden, Egypt, Malta, and Gibraltar, per Iracundia, for printed matter at 10 a.m., and letters at 11 a.m.  
On FRIDAY, 28th October.—  
For Kobe and Yokohama, per Takasago Maru, at 3.30 p.m.

## MacEwen FRICKEL &amp; Co.

GENERAL STOREKEEPERS, &c.  
HAVE FOR SALE.

## Groceries.

Crosse & Blackwell's, Celebrated Household Stores.  
John Moir & Sons', Celebrated Household Stores.  
American Stores of all descriptions.  
Huntley & Palmer's BISCUITS & CAKES, BUTTER, Danish & French, Philippe & Canaud's PATES &c., CHUTNIES & CURRY POWDER, TEYSSONNEAU'S FRUITS in juice.  
COFFEE, SUGAR, &c., &c.  
Wines, Spirits, &c.  
CUTLER PALMER & Co.'s "CARTE BLANCHE," HEIDSIO & Co.'s MONOPOLE, pts. and qts. ADOLPHE COLLIN'S BOUZY CABINET, MUMM'S (JULES) CHAMPAGNE pts. and qts.  
NEYEN'S (BODEN) BOUZY, pts. and qts.  
EXTRA SEC. quarts.  
Charles Heidsieck's WHITE SEAL, pts. and qts. VEUVE CLIQUEOT PONSARDIN, pts. and qts. Theophile Reoderer & Co.'s VERZENAY MOUSSEUX, pts. and qts.  
Krug's CHAMPAGNE, pts. and qts.

CUTLER PALMER & Co.'s CHATEAU MOUTON. LORMONT, pints, and quarts.  
ARAUZAN (Chateau), pints and quarts, ERMITAGE LUDON. THIBIEUF (Chateau), pints and quarts.  
CHATEAU LAROSE (Cuvier & Adot's), pints and quarts.  
CHATEAU LAFITE, pints and quarts.  
IRES GRAVES, pints and quarts.  
BREAKFAST CLARET, pints & quarts.  
OLD INVALID CLARET.  
St. JULIEN, &c., &c. Breakfast Claret.

Burgundy, Hock, Sherries, &c.  
Chambertin, Chablis (White), Liebfraumilch, Hockheimer, Niersteimer, Steinberger Cabinet, Rudesheimer Berg, Konin Victoria Berg, Chateau Yquem, Grand Vin, Haut Sauterne Marsala, Saccane's Pale Dry White Seal Sherry, Yellow Seal Amontillado Sherry, Cutler Palmer and Co.'s Sherry, Invalid Port (1848), Hunt's Port.

Brandy, Whisky, Liqueurs, &c.  
1, 2 and 3-star Hennessy's Brandy, La Grande Marque Brandy, Cutler Palmer & Co.'s Brandy, Ruyier Guillet & Co.'s Brandy, 1 to 4 stars; Finest Old Bourbon Whisky, highly recommended, Kinahan's LL Irish Whisky, Jamieson's Irish Whisky, Royal Glendee Whisky; AVH Gin, Swaine Board & Co.'s Old Tom Gin; La Grande Chartreuse, Green and Yellow, Maraschino de Zara, Curacao pints and quarts; Angostura, Boker's and Orange Bitters, &c., &c., &c.

BASS'S ALE, bottled by Cameron and Saunders, pints and quarts.  
GUINNESS'S STOUT, bottled by E & J. Burke, pints and quarts.  
PILSENER BEER, in quarts.  
DRAUGHT ALE and PORTER, by the Gallon.

Fine ALE, bottled by MacEwen, Frickel & Co. ALE and PORTER, in hogsheads.

## Aerated Waters.

SODA WATER.  
LEMONADE.  
TONIC WATER.  
SARSAPARILLA, &c., &c., &c.

The Finest Stocks of CIGARS, CAVITE CHEROOTS, PRINCESA CHEROOTS, PRINCESA CIGARS, AROCEROS, VEGUEROS, &c., &c.

"PERFECTION" All Specially Selected.  
EMPRESS OF INDIA, and Best NAVY. STATIONERY, BOOKS &c.

"Franklin Square" Library, "Seaside" Library, Harper's Half-hour Series, French Novels, Medical Works, School Books, Presentation-Books, Works of reference &c.

Stationery for Ladies and Office use. Direct from the manufacturers the best and Cheapest in Hongkong. Special orders in this line executed on very moderate terms.

Papers ruled to any pattern and stamped Plain, cameo or relief. Dies engraved to order. Office requisites of every description. Milner's Fire Proof Safes, Cash and Deed Boxes, Brushware, Cutlery, Crockery, and Glassware.

Builder's Hardware material, Sporting Guns, Revolvers and Sporting ammunition. Sailmaking and Rigging promptly executed.



## Intimations.

**LE CERCLE-TRANSPORTS.**  
SOCIÉTÉ ANONYME D'ASSURANCE  
MARITIME MARSEILLE.

CAPITAL SUBSCRIBED.....15,000,000 Francs.  
CAPITAL PAID-UP..... 3,750,000 Francs.

The Undersigned, having been appointed AGENTS of the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

ARNHOLD, KARBERG & Co.  
Hongkong, 15th June, 1881.

**T**HE Undersigned have been appointed AGENTS to the NEW YORK BOARD of UNDERWRITERS.

ARNHOLD, KARBERG & Co.  
Hongkong, 15th June, 1881.

**R**ECORD of AMERICAN and FOREIGN SHIPPING.

Agents,  
ARNHOLD, KARBERG & Co.  
Hongkong, 15th June, 1881.

**J. AND R. TENNENT'S ALE and PORTER.**

DAVID CORSEAR & SONS'  
Merchant Navy  
Navy Boiled  
Long Flax  
Crown  
CANVAS.

ARNHOLD KARBERG & Co.  
Hongkong, 15th June, 1881.

HONGKONG TIMBER YARD,  
WANCHAI.

**O**REGON PINE SPARS  
AND LUMBER

always on hand.

L. MALLORY,  
Proprietor.

Hongkong, 24th June, 1881.

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QUEEN'S-ROAD CENTRAL.

Good accommodation for Visitors,  
English & American Billiards.  
Tiffin at One o'clock.  
Dinner at 7.30.

This Hotel is most centrally situated  
and within easy distance of the principal landing places.

J. COOK,  
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## J. ULLMANN &amp; Co.

42, QUEEN'S-ROAD, CENTRAL, 42.

Importers of WATCHES,  
CLOCKS, MUSICAL BOXES, MARINE  
AND EYE GLASSES, in great  
varieties, and General Goods.  
N.B.—Watches carefully repaired  
at moderate rates.

## To be Let.

## TO LET,

Immediate Possession,  
**T**OP FLOOR of No. 8, Queen's Road  
Central (above Mr. Noble's).  
J. M. GUEDES, Jun.  
Hongkong, 3rd October, 1881.

## TO LET.

**H**OUSES at SPRING GARDENS.

Apply to

F. PEREIRA.  
215, Wanchai Club.  
Hongkong, 7th September, 1881.

## TO LET.

**A** Large Room in a Family House,  
a few seconds walk from the  
Hongkong Telegraph Office.

Apply to

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Office of this Paper.  
Hongkong, 24th September, 1881.

## For Sale.

## FOR SALE CHEAP.

## BOWLING ALLEYS.

**W**ITH BALLS, PINS, &c.,  
Complete.

The Alleys are 79 feet in length,  
and were laid down about a year ago  
at a cost of over \$600. They have  
seldom been played on, and are in  
splendid condition.

Will be sold a bargain.

Apply to

R. FRASER-SMITH,  
Club Chambers.  
Hongkong, 1st July, 1881.

## Intimations.

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GENERAL COMMISSION AGENTS  
AND AUCTIONEERS.

IMPORTERS OF PARISIAN  
GOODS, SPANISH WINES, AND  
GENUINE HAVANA CIGARS.

Special lines in Fancy and Plain  
SATIN, SILK, AND GAUZE DRESSES.

A variety of Richly TRIMMED  
COSTUMES, from the first houses  
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Elegant Dressing & Morning  
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BATHING DRESSES in the latest  
Style.

MUSLIN SHAWLS, CRAVATS,  
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An assortment of Fine FRENCH  
CORSETS.

Ex recent Mail Steamers.

Ladies' and Children's STRAW  
HATS, in great variety.

PARASOLS and UMBRELLAS.

RIBBONS and SASHES of every  
description.

Silk and Lisle Thread STOCKINGS.

COLLARS and CUFFS in latest  
Fashions.

SATIN and KID SHOES.

White and Colored KID GLOVES.

Gentlemen's SILK and SATIN  
SCARVES.

French BOOTS and SHOES.

A large collection of Elegant Art-  
icles suitable for presents, from the  
Grand Magasins du Louvre.

Picasso & Labin's Celebrated  
PERFUMES.

The most varied collection of Fancy  
Goods in the Colony.

SHERRIES of the Finest Quality  
at extremely low prices.

Note the address, 48, Queen's-road  
Central.

Hongkong, 15th June, 1881.

## N. M. KHAMISA.

*Drapery Store, Nos. 8 and 10,  
Peel-street,*

**H**AS For Sale, ex recent arrivals,

## European Goods.

Coloured Alpaca.

French Prints.

Coloured Flannels.

Pompadour Satin.

Crowl Work of latest fashion.

Tooth Brushes.

Andalusian Wool (all colours).

Infants' Christening Robes.

Ladies' Skirt Pleating.

Frilling, assorted kinds.

Children's White Washing Hats.

Carrying Cloaks.

Ladies' Costumes of the best quality  
and latest designs.

Pale blue, pale pink, and cream Mull  
Muslins.

Infants' Silk Bonnets.

Pale, blue, and cream Book Muslins.

Ladies' Silk Hose—black, white, and  
colored.

White Silk Mittens.

Ladies' striped Cotton Hose.

Gentlemen's White and Balbriggan  
Half-hose.

Gentlemen's, Ladies', and Children's  
Gauze Singlets.

Silk Ribbons.

Stays and Silk Scarves.

French and Swiss Embroidery.

Gentlemen's White Linen Shirts and  
Drawers.

Hair Brushes.

J. & P. Coates' Machine Cotton, 300  
yards reel, and a lot of useful  
articles for Ladies' dresses, &c.

Indian Bed Quilts, Ladies' Shoes,

Gentlemen's Boots, Crimson Shetland  
Shawls, and various kinds of Flannels.

## Indian Goods.

Gentlemen's Smoking Caps.

Cashmere Shawls.

Cashmere Cloth for Ladies' Dresses.

Indian Jewellery, comprising Silver  
Bangles, Neck-laces, Belts, &c.

Ramporee, Chudr.

&c., &c., &c.

## Chinese Goods.

Silk Crape Shawls, Silk Hand-  
kerchiefs, Scarves, &c., &c.,

Hongkong, 21st June, 1881.

**R. FRASER-SMITH,**  
PUBLIC ACCOUNTANT,  
ARBITRATOR,

AND  
COMMISSION AGENT.

CLUB CHAMBERS, HONGKONG.

## NEW DIRECTORY

FOR THE FAR EAST.

A NEW DIRECTORY FOR

CHINA, JAPAN, AND THE

PHILIPPINES,

FOR THE YEAR 1882,

WILL BE PUBLISHED,

**PRICE TWO DOLLARS,**

ENTITLED

"THE HONGKONG DIRECTORY  
AND HONG LIST FOR THE  
FAR EAST."

**T**HE above work will be published  
on the 1st of January next, at  
the office of this Paper, and will con-  
tain a Directory for the Ports in the  
large portion of Asia comprised be-  
tween Ponaug, in the Straits Settle-  
ments, and the Northern Ports, includ-  
ing Formosa; the Treaty Ports of China  
and Japan; the Philippine Islands; the  
British Colony of Hongkong; and the  
Portuguese Colony of Macao. The work  
will also contain the Principal Treaties  
between European countries and the  
United States and the countries East  
of the Straits, together with conditions  
of Trade, and the Port, Customs, Con-  
sular and Harbour Regulations for the  
Ports of China and Japan; and a de-  
scription of the Ports, with the latest  
Trade Statistics taken from the Reports  
of the Imperial Maritime Customs and  
other reliable sources.

The various Governments and Mu-  
nicipal Corporations will be applied to  
for information, and all Public Bodies  
and Companies, Bankers, Merchants,  
Consuls, and Professional and other  
Residents, will supply the necessary  
matter to ensure correctness upon forms  
sent for that purpose. The Naval and  
Military portions will be taken from  
the latest published official lists and  
revised at Head-quarters; in fact no  
pains will be spared to make "THE  
HONGKONG DIRECTORY AND HONG LIST  
FOR THE FAR EAST" a perfectly reliable  
vade mecum.

It is intended to make this work a  
medium for Advertisers at a cheap  
rate, and the charge for Advertise-  
ments will be

**\$10 per page in Hongkong,  
and \$12 at Outports.**

The size of the Page will be SEVEN  
INCHES AND A HALF LONG by FOUR INCHES  
AND THREE-QUARTERS; this space will  
admit of a large quantity of matter  
and all Advertisements will be taste-  
fully and prominently displayed.  
Blocks of any description will be in-  
serted, but these must not exceed  
the above dimensions.

"THE HONGKONG DIRECTORY AND  
HONG LIST FOR THE FAR EAST" will, in  
order that it may circulate extensively  
outside this Colony, be published at a  
POPULAR PRICE, and can be or-  
dered at this Office or obtained from  
the Agents (list to be hereafter pub-  
lished) for

**TWO DOLLARS.**

There is not space in the compass  
of an ordinary advertisement to detail  
all the mass of information it is in-  
tended to introduce into the work, but  
it may be fairly asserted that no such  
Directory has ever been published  
either in Hongkong, or any other  
part of the East, at the price.

"Telegraph" Office, Hongkong,  
October 1st, 1881.

## SHIPPING IN HONGKONG HARBOUR.

Exclusive of late arrivals and departures this morning.

In this table the anchorage of Hongkong Harbour is divided, for purposes  
of reference, into five sections:—No. 1 extending from Green Island to the P.  
and O. Company's Wharf; No. 2 from the P. & O. Company's Wharf to the  
Canton and Macao Steamboat Co.'s Wharf; No. 3 from the Canton and Macao  
Steamboat Co.'s Wharf to the Government Wharf; No. 4 from the Govern-  
ment Wharf to the Wanchai Pier; and No. 5 from the Wanchai Pier to  
Kollott's Island.

Vessels.	Section	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.
<b>Steamers.</b>						
Anger Head	3	Oct. 7	Roper	British	1299	D. Lapraik & Co.
Ashington	2	Oct. 9	Allason	British	809	Siemssen & Co.
Canton	3	Oct. 17	Jaques	British	1095	Geo. R. Stevens & Co.
Catterthun	2	Oct. 16	Miller	British	2167	Gibb, Livingston & Co.
Conquest	3	Sept. 28	Hamlin	British	318	Shun Hang Hong.
Consolation	2	Oct. 13	R. Young	British	764	Yuen Fat Hong.
Fame	4	Oct. 5	Stopani	British	117	H. K. & W. Dock Co.
Fycn	4	Oct. 5	Grove	Danish	209	Siemssen & Co.
Japan	* 3	Oct. 6	Gardner	British	1865	D. Sassoon, Sons & Co.
Joloano	3	Oct. 11	Marquez	Spanish	654	R. Mourante.
Kiung-chow	2	Oct. 10	A. Love	British	159	Chinese.
Nona	2	Oct. 11	Waefel	German	669	Ed. Schellhass & Co.
Oaklands	2	Oct. 16	Payne	British	710	Butterfield & Swire.
Ocean	3	Sept. 11	Webber	British	1039	Geo. R. Stevens & Co.
Rajanattianuhar	†	Sept. 21	Hopkins	British	933	Yuen Fat Hong.
Sea Gull	4	—	Hayden	American	48	China Traders Co.
Shun Tip	3	July 7	Man Fu	Annamese	93	Captain.
Solway	2	Oct. 15	Jervois	British	510	Vogel & Co.
Sunda	†	Oct. 15	G. C. Brooks	British	1029	P. & O. S. N. Co.
Thales	3	Oct. 16	Pocock	British	820	D. Lapraik & Co.
Tung-ling	3	Oct. 10	F. Dunn	Chinese	315	O. M. S. N. Co.
Tunis	* Aug.	15	Irvine	British	886	Jardine, Matheson & Co.
Yangtze	* Sept.	30	Schultze	British	782	Siemssen & Co.
Yee-Tay	3	July 7	Lee Tung Tuk	Annamese	1200	Captain.

\* Kowloon Dock. † Cosmopolitan Dock. ‡ Aberdeen Dock. \*\* Patent Slip.

## Sailing Vessels.

Vessels.	Date	Captain.	Flag.	Tons.	Owners or Agents.
Alva	2 Aug.	L. de Souza	Port. ship	632	Brandao & Co.
Anna	3 Oct.	Davidson	Ger. bark	350	Wieler & Co.
B. H. Sternken	4 Oct.	O. Meyer	Ger. brig	235	Melchers & Co.
Bua Oano	2 Aug.	C. Lange	Siam. bark	338	Yuen Fat Hong.
Clara	3 July	Cutler	Brit. bark	939	Vogel & Co.
Daniel Barnes	3 July	J. G. Stover	Amer. ship	1485	Vogel & Co.
Edmond Phinney	5 Sept.	J. Berry	Amr. bark	751	Carlowitz & Co.
Elvira Dorale	1 Sept.	Pimentel	Hawai. sh.	1363	Captain.
F. de Lesseps	4 Oct.	Matel	Fren. bark	480	Carlowitz & Co.
Flora	3 July	Will Block	Ger. bark	970	Carlowitz & Co.
Friedrich	3 Oct.	Spiesen	Ger. bark	595	Siemssen & Co.
Gustav & Oscar	1 Sept.	Hartmann	Ger. ship	1352	Captain.
Helicon	5 Oct.	Howe	Amr. ship	1199	Captain.
Hindustan	** Sept.	Belyea	Brit. ship	1547	Captain.
Hope	4 Oct.	Curry	Amr. ship	797	D. Lapraik & Co.
Iceberg	* Sept.	C. F. King	Ger. bark	1177	Siemssen & Co.
Ino	8 Oct.	Bolsen	Ger. bark	344	Wieler & Co.
Kim Soon Hoat	1 Aug.	P. Beng	Siam. bark	208	Chinese.
Laurens	4 Oct.	A. Snow	Amer. ship	808	Melchers & Co.
Lizzie C. Troop	4 Oct.	Divleorning	Brit. ship	1391	Captain.
Mary L. Stone	2 Sept.	A. D. Field	Amr. ship	1458	Russell & Co.
Meridian	3 Aug.	Schmidt	Sm. 3-m sch.	295	Chinese.
Morning Star	3	Michaelsen	Siam. bark	570	Chinese.
Phoenix	1 Oct.	F. Gruff	Ger. bark	683	Arnhold, Karberg & Co.
Prudencia	2 Sept.	Dudrichsen	Ger. bark	864	Carlowitz & Co.
Rambler	4 Oct.	Watson	Amr. bark	1018	Arnhold, Karberg & Co.
Regulus	4 Oct.	S. Meyer	Ger. ship	1145	Melchers & Co.
R. Robinson	5 Sept.	Smith	Amr. ship	1652	Jardine, Matheson & Co.
Spartan	5 Feb.	Vincent	Amr. schr.	81	W. H. Ray.
Souvenir	4 Oct.	Williams	Brit. bark	492	Captain.
Star of India	2 Aug.	H. D. Roe	Brit. bark	1040	Vogel & Co.
Stonewall Jackson	4 Sept.	Swain	Amr. bark	1102	Russell & Co.
Syren	2 Oct.	Braun	Amr. ship	875	D. Lapraik & Co.
The Tweed	2 Aug.	J. M. Whyte	Brit. bark	1745	Arnhold, Karberg & Co.
Titan	5 Sept.	C. M. Norris	Amr. ship	1229	Geo. R. Stevens & Co.
Twilight	5 Sept.	Westland	Amr. ship	1303	Arnhold, Karberg & Co.
Wagrien	2 Aug.	Gibbern	Ger. schr.	179	Captain.
Wega	5 Oct.	A. Leopold	Ger. ship	1115	Melchers & Co.
Wm. Hales	4 Sept.	Dickey	Amer. bark	868	Adamson, Bell & Co.
Wrecker	4 Oct.	Hendersen	Am. lorch	55	Captain.

\* Cosmopolitan Dock. \*\* Kowloon Dock. † Aberdeen Dock. ‡ Patent Slip.

## RIVER STEAMERS.

Vessels.	Captain.	Flag.	Tons.	Owners or Agents.
Ichang	J. Ogston	British	700	Butterfield & Swire.
Kiu-Kiang	T. Bouning	British	1061	H. C. & Macao Steam-boat Co.
Kiang-ping		Chinese	360	China Merchant S. S. Co.
Powan	A. G. Carey	British	1890	H. C. & Macao Steam-boat Co.
Spark	Lefavour	British	140	H. C. & Macao Steam-boat Co.
White Cloud	Hoyland	British	662	H. C. & Macao Steam-boat Co.
Yotsai	McDougall	British	250	Kwok Acheong & Sons.